

but so cleverly constructed that it was capable of doing tremendous damage.

It contained a quantity of powder and bullets with matches so arranged that a hurried opening of the package would have set off the powder and hurled the bullets in all directions.

Grim Sense of Humor.

That the sender of the machine had a grim sense of humor became apparent from an examination of the contents of the package. On a bit of paper he had written a message to the Governor which read: "PLEASE NOTIFY US PROMPTLY OF ANY CHANGE IN YOUR POST-OFFICE ADDRESS." Another read: "You will know me better after we are acquainted."

Another line by which it is believed the sender sought to give the impression that the machine was sent by a foe of constitutional government, instead of a personal enemy of the Governor, read: "And the gun against this rotten Government."

Refuses to Discuss It.

Gov. Fort said today that he did not care to discuss the matter in any way. "It speaks for itself," was the only comment he would make when he was questioned about his narrow escape. The contents of the package are now in the possession of the Governor, having been forwarded to him by the post-office inspector who intercepted it.

It was learned here today that the officials of the Philadelphia Post Office have arranged to make a close examination in the future of all packages addressed to the Governor. Every package of any kind which reaches the Philadelphia office bearing the Governor's address will be submitted to inspectors and officially "passed" before it will be permitted to reach him.

DEADLY MACHINE MAILED DAY AFTER THE LIQUOR ORDER.

PHILADELPHIA, Sept. 12.—The postal inspectors in this city admit that they are investigating the mailing of an infernal machine in this city to Gov. Fort, of New Jersey, but will discuss the case no further. But it was learned that the postal authorities have little hope of catching the person who mailed the package.

The package was mailed on Aug. 28, the day after Gov. Fort issued his proclamation regarding the sale of liquor on Sunday in Atlantic City. The device was contained in an ordinary two-cent government envelope and the Philadelphia authorities had their attention attracted to it because its weight required the placing of a two-cent "due" stamp upon it.

Becoming suspicious, the postal inspectors were notified, and after an examination of the package, W. D. Ryan, an inspector, wrote Gov. Fort as follows:

"We have in our possession a sealed package withdrawn from the mails in this office, addressed to you at St. Rita, N. J. Your name and address have apparently been cut out from a newspaper. It is supposed this package contains an explosive of some sort, and as it is sealed, I will thank you to advise me as to the disposition you wish made of the same. It would be a pleasure to mail open the package in question, and should it contain a non-explosive substance and something of value to you, I shall forward the same to your official office."

Gov. Fort replied that he wished the authorities to open the package and forward him the contents, no matter whether the contents were of value or not.

TUG RAMS AND DISABLES THE GUNBOAT VIXEN

Gunner's Mate Injured in Collision on Delaware River
—War Vessel Beached.

PHILADELPHIA, Sept. 12.—The United States gunboat Vixen was run into by the tugboat Oceanic in the Delaware River today and damaged. The collision occurred off the southern section of Camden, N. J., and as a precaution the war-vessel was beached on a mudflat.

Henry Berger, a gunner's mate, was injured when the two boats crashed, and was removed to a Camden hospital.

The cause of the collision is not definitely known, but it is said the captain of the tug had temporarily left the wheelhouse in charge of a deckhand.

The Vixen was en route, having recently returned with the New Jersey Naval Reserves from a practice trip.

CONEY ISLAND MOURNS AT PRIEST'S FUNERAL.

Services for Father Brophy attended by Bishop and Seventy-Five Clergymen.

Funeral services of the Rev. Father Joseph Brophy, late pastor of the Church of Our Lady of Solace, West Seventeenth street, Coney Island, were held in the edifice today. The little church was packed to the doors and more than 1,500 persons had come to hear the services, which were held inside. Twenty-five policemen were detailed to preserve order.

Seventy-five friends, including Mr. McDonnell, assisted in the requiem mass. Mr. McDonnell, Chancellor of Brooklyn, was in attendance. At the conclusion of the service a procession formed outside the church and 2,000 mourners followed the funeral cortege to Calvary cemetery.

Father Brophy was mourned today by all Coney Island. He was widely popular not only with his own flock but with the members of every faith and all ages in Coney Island were at half staff today.

DALTON TO HOLD LAST ANTE-ELECTION OUST

Leader William Dalton expects 2,500 Tammany Hall men at his outing on Sunday, Sept. 20, and he will be the last important race until after election.

WRIGHT TALKS OF PRIVATE SKY MOTORS WITHIN TEN YEARS

"They Will Be No More of a Novelty Than Autos Are Now," He Declares in an Interview With The Evening World.

"The best prediction I can give about flying ten years from now is that there will be a great many people at it. There is going to be a big increase in the number of machines in the world from now on and ten years hence they won't be much more of a novelty than an automobile is now."—Orville Wright.

(Special to The Evening World.)

WASHINGTON, Sept. 12.—This was the day set by Orville Wright for the hardest test yet of his wonderful airplane. He intended, weather conditions being right, to remain in the air a full hour, with either Lieut. Lahm or Major Fournier, the latter an attaché of the French embassy, as his fellow passenger, thus fulfilling one of the main conditions of the Government test.

One of the most interested spectators at yesterday's exhibition when Wright again broke the world's records for speed and endurance by travelling for one hour and ten minutes continuously at an average speed of thirty-nine miles an hour was Prof. Chanute, who taught the Wright brothers the rudiments of the science of aeronautics. Chanute was on hand again today.

Although he has been able to do thirty-five miles an hour easily, Wright has allowed the impression to go abroad among the correspondents and army men that he is skeptical of his ability to maintain forty-four miles, which speed he must average if he is to get the top prize of \$5,000 offered by the United States. Others who have watched the present series of experiments are more confident of the powers of the machine than its inventor and operator.

Having doubled all time records for skyflying and standing pat against the world, he said to The Evening World correspondent today that those persons who imagine that in a short time they will be able to go to a sky-car salesman, get a demonstration, decide to buy, and, after instruction, run the machine home over the housetops, to land gracefully in the back yard, expect more than the next ten years will bring forth.

He laughed heartily when the idea of such a thing was suggested to him, and Prof. Chanute, on whose gliding apparatus their method of sustaining weight in the air is based, joined in the merriment.

"That's what most of them think, though," said Wright, "thanks to some of the newspapers."

"Just what do you think we will have in the way of aeroplanes ten years from now?" asked the correspondent.

Long legs possible.

"I am not a prophet," replied Wright. "I can't say. I don't know," answered the unassuming hero. "It is possible now to fly from New York to Chicago. Somebody will do it before long. There'll be lots of men to undertake that sort of thing. It is not just my line. Of course, there would have to be a place for gasoline to run the motor, and it might be necessary to pick out landing places beforehand, but it could be done right now."

"There would have to be starting tracks at given points along the way," remarked Prof. Chanute.

Wright declared that fears of this kind did not interest him, and that he has larger plans, which may well be imagined when it is known that he and his brother have taken out patents in nine or more different countries at an expense that is something big. Naturally he is interested in governments now rather than in individuals.

The airplane will be developed first as an instrument of war," said Wright, "and at about the same time it will be taken up for sport. We do not look for much practical interest from individuals now, if for no other reason than that the machines are expensive. I haven't found that there are many people who want to spend \$25,000 on one. There isn't any doubt about the value of a machine for war purposes."

Can't Carry the Mail.

"If you should get an order for a machine now, how long would it be before you could deliver it?"

"Well, I don't know."

"How long does it take you to build one?"

"That depends. In large quantities we can turn them out pretty fast. In ten years from now we ought to be able to deliver them promptly. If we don't, somebody else will."

"Isn't there a great field in the next decade for aeroplanes carrying the mails?"

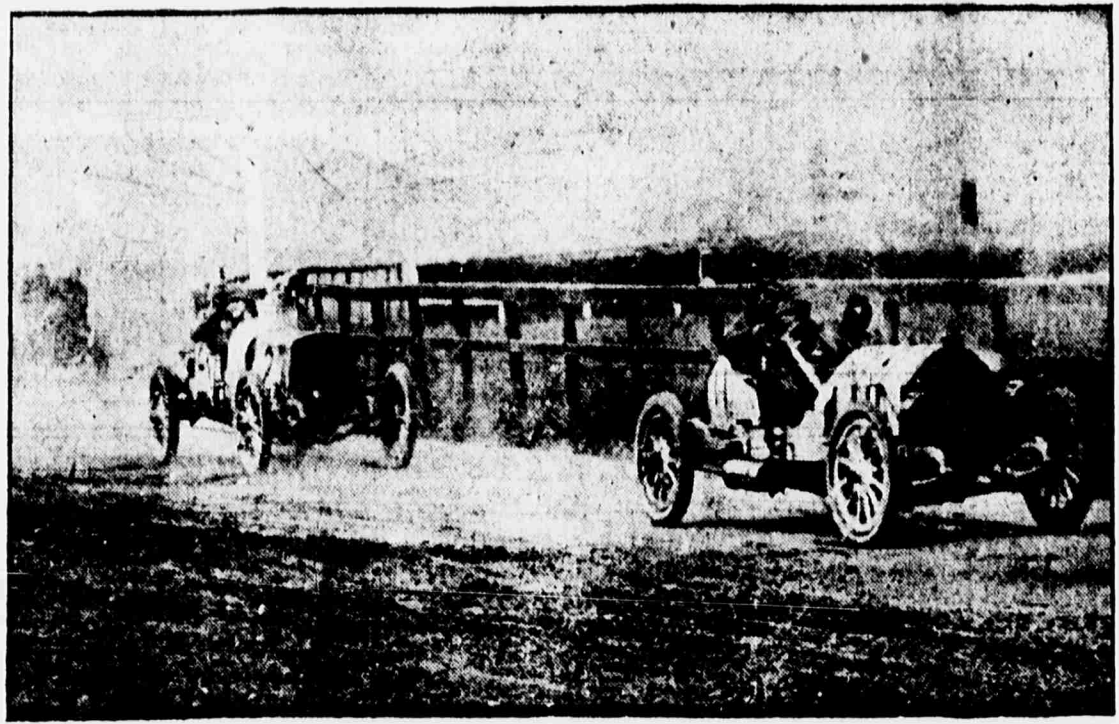
The eyes of the inventor and the elderly Prof. Chanute twinkled. "The carriers will be poor men from paying fines for being late if they don't," said the latter.

"You see, we can fly against the wind," continued Wright, "but the stronger the wind the slower we go. Tracking would take the machine so much farther that any advantage would be lost. There is no possibility that I can see to get around this difficulty. I can't change nature. The wind is the wind. I can't see any future for the aeroplanes as a mail carrier, unless it be a new kind of special delivery. Even then the postal rate would have to be raised. You can't beat the railroad for mail-carrying."

Why Cost Is Great.

When asked how soon it would be

Auto Race Leaders Speeding Into Back Stretch at Brighton Beach



Hearst's Savage Attacks on Bryan in Atlanta Speech

Mr. Bryan is a trickster, a trimmer and a traitor. He is a ragpicker of politics, picking up policies with his little forked stick of self-interest without regard to their source, their fitness or even their cleanliness.

He is a political shoplifter.

He is more than a showman at a county fair executing a shell game with his political fingers—he is the whole show.

He is the astonishing ventriloquist who has no mustache with which to deceive, but he deceives you nevertheless.

He is the fearless prestidigitator of modern politics.

He is the marvellous contortionist who walks upon his feet or his hands with equal facility.

He is the astonishing juggler who balances Belmont, the union labor breaker, in one hand and Gompers, the union labor leader, in the other.

He is the human ostrich, able to retain upon his stomach even the Taggarts and Roger Sullivan of politics.

He is the renowned loose-skin man who can reverse himself in his own integument so that you cannot tell whether he is coming or going.

W. R. HEARST'S SPEECH MOST VENOMOUS IN AMERICAN POLITICS.

(Continued from First Page.)

used to snap at him, and now fawn on him.

"Look at this man Haskell, whom Bryan made chairman of his Committee on Platform, and treasurer of his campaign fund."

"This man Haskell, known and exposed in court as a political paymaster of the Standard Oil, is asked by Mr. Bryan first to make a platform, the Standard Oil will approve of and then to collect from the Standard Oil the material expression of their approval."

"A Modern Lazarus."

"Look at Bryan himself. Look at his modulated principles and altered attitude, look at his half-gratified longing to be a Lazarus at the dinner table of the rich. Look at his pitiful pride in that humble position and his chuckling contentment with the few crumbs that are dropped him."

"I have come to regard Mr. Bryan as a trickster, a trimmer, a traitor."

"Do you think that Mr. Bryan is a statesman advocating permanent policies based on eternal truth and justice?"

"I say he is a very ragpicker of politics, who, with his little forked stick of self-interest, picks up policies with his little forked stick of self-interest without regard to their source or their use or their ultimate disposition. Without regard to their fitness or even their cleanliness, and slips them into the basket on his back like a political shoplifter."

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GEORGE CROUCH A SUICIDE IN THE HOFFMAN HOUSE

Man Who Shot Himself Long a Familiar Character About the Hotel.

George Crouch, for nearly half a century a familiar character around the Hoffman House, at one time a confidential employee of James R. Keene, and a well-known newspaper man in Wall Street, committed suicide about 2:30 o'clock this afternoon in the office of Miller & Co., on the ground floor of the Hoffman House, Twenty-fifth street side, by shooting himself in the temple with a .38 calibre revolver.

There was no one in the office at the time. Mr. J. J. Rosenberg, the manager, who was in the corridor of the hotel, heard the shot, however. He rushed into the place, where he found Crouch lying dead on the floor of the private office.

Crouch had no account with Miller & Co., but frequented their office. He had been talking with several guests of the hotel prior to going into the brokerage office, but they said he did not appear to be despondent.

Crouch, who was an Englishman by birth, was about sixty-five years old. He had not been engaged in active business for some time, but appeared to have funds. Recently, it was said, he had not been in good health, and this may have been the cause of his suicide.

When in Wall Street Crouch wrote many poems on finance which attracted attention. He was arrested at one time on complaint of a young woman, who alleged that he had failed to support a child of hers. On another occasion he brought a charge of blackmail against George Bath at the time Superintendent of the Outdoor Department.

A peculiar coincidence was the fact that Crouch had been an old friend of Frank V. Bennett, who ended his life earlier in the day at the Hotel Gotham. Frank Connelly, house detective at the Hoffman House, said he had been talking with Crouch shortly before the latter killed himself, and that they had discussed Bennett's suicide. He believes that Bennett's death preyed on Crouch's mind, and probably was the cause of his act.

There were two decks of cards on a table in the office where Crouch's body was found. All of the cards except the seven of spades were turned face down. There was a tally sheet, on which were written the initials "C" and "E."

Robert Harris, an ex-N.Y. who, it was learned later, was the first man to enter the office after the shooting, was questioned by the police. He said he knew Crouch, but that he had never played cards with the old man. The police learned that the two office boys were named George and Eddie, and the was thought to be the explanation of the cards.

NOT TO CARRY THE HOST
IN LONDON PROCESSION.

LONDON, Sept. 12.—The all Mail Gazette this afternoon says that the Most Rev. Francis Bourne, Archbishop of Westminster, after a conference on the subject, has decided to refrain from much opposition from various Protestant societies of England, and to have the procession without the Host.

The proposal to carry the Host through the streets of London aroused much opposition from various Protestant societies of England, and to have the procession without the Host.

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ROOSEVELT MAY WAVE "BIG STICK" AT BRYAN BOOM

President Likely to Prod G. O. P. Managers Into More Activity.

The Bryan scare has reached Oyster Bay.

President Roosevelt displayed to his visitors of the past two days all the preliminary symptoms of a coming volcanic eruption to check the rising Democratic tide.

"I don't like the reports I am getting," he said. "Things don't seem to be going the way they should."

It is understood that the first manifestation of the "Big Stick" will come in a day or two, in the form of a letter in praise of Mr. Taft as a man and an executive.

This is but a mild beginning of what is to follow if the Bryan boom increases and the Republican campaign managers are being made to prod G. O. P. Managers into More Activity.

The "Big Stick" is likely to hit the Metropolitan tower, where Chairman Hitchcock is devoting most of his time to making card indexes. Complaints are being made to the President that nothing has been done to head off Mr. Bryan. The whole field has been left free and open to the Democratic candidate.

No "Eleventh Hour" Dash.

Old timers fear that the Republicans are holding back too long, and that the policy of the eleventh hour dash for victory will fail, because Bryan will have secured too great a lead.

The Republican Advisory Committee has been holding secret sessions during the week to consider the alarming reports. They have diplomatically advised "getting busy."

President Roosevelt expected to follow up his first letter with a second to Bryan, disowning the latter's claim to inheritance of Roosevelt policies.

If these letters do not prove efficient the appearance of the President as a speechmaker in public is probable, despite denials of the past.

Arthur V. Meyer, personal representative of Mr. Taft, came to town today for a conference with Chairman Hitchcock. The meeting was on the quiet in the Madison Hotel. Mr. Meyer is understood to have brought urgent messages from Mr. Taft.

BYZANTINE RITE IN LONDON CATHEDRAL

LONDON, Sept. 12.—One of the most notable features of the International Eucharistic Congress now in session here, was the celebration at 9 o'clock this morning in Westminster Cathedral, of the Holy Liturgy according to the Byzantine Rite. This mass, which was celebrated for the first time in England to-day, afforded the Western Catholics an opportunity of assisting at the ancient Liturgy used by so many of their brethren of the East, and it attracted an immense congregation. Hundreds of persons were unable to enter the Cathedral.

The Greek rite differs considerably from the Latin. V. V. R. Archimandrite of the Church of St. Julian de Pavre, of Paris, was the celebrant, and Cardinal Vannutelli, the Papal Legate, acted as assistant. The lesson was read by Prince Max of Saxony. The ceremony occupied two hours, and the vestments used by the priests were most ornate.

Along with the coffee habit has grown the prevalent "American Disease"—nervous prostration.

The following letter shows the way out of the trouble:

"Five years ago I was a great coffee drinker, and from its use I became so nervous I could scarcely sleep at all nights. My condition grew worse and worse until finally the physician I consulted declared my troubles were all due to coffee."

"But being so wedded to the beverage, I did not see how I could do without it, especially at breakfast, as that meal seemed wholly incomplete without coffee."

"On a visit some friends deprived me of coffee to prove that it was harmful. At the end of about eight days I was less nervous, but the craving for coffee was intense; so I went back to the old habit as soon as I got home, and the old sleepless nights came back, making a wreck of me."

"I heard of Postum and decided to try it. I did not like it at first, because, as I afterward discovered, it was not made properly. I found, however, that when made after directions on the package it was delicious."

"It had a soothing effect on my nerves and none of the bad effects that coffee had; so I bade farewell to coffee and have used only Postum since. The most wonderful account of the benefit to be derived from Postum could not exceed my own experience."

"There's a Reason."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true and full of human interest.

AUTO RACERS AT BRIGHTON MAY BE DISQUALIFIED

Ruling of A. A. A. May Also Bar Owners From Vanderbilt Cup.

RECORDS ARE SMASHED

Five Cars in Endurance Contest Are Ahead of Previous Marks.

(Special to The Evening World.)

BRIGHTON BEACH, Sept. 12.—Failure of the promoters of the twenty-four hour endurance race here to obtain the sanction of the Automobile Association of America has stirred up the biggest kind of a mess, and it was said today that the differences which have arisen between owners, manufacturers and drivers might seriously menace the success of the Vanderbilt Cup race.

All the participants to-day are disqualified from the Vanderbilt Cup race, according to Jefferson Demott Thompson, chairman of the Racing Committee of the A. A. A. This is significant in view of the fact that Louis Strang, winner of the Biarritz event and one of the best drivers in the country, as well as half a dozen other top-notchers in the automobile racing world, are effectively barred from participating in the greatest of all auto races in America.

Owners May Suffer, Too.

Unless the racing board of the A. A. A. should rescind its ruling—and this, according to the officials of the association, is hardly likely—not only the drivers, but the owners and cars which are taking part in the Brighton Beach race will be barred from entering the Vanderbilt Cup event.

"I don't believe the men who entered the twenty-four hour race at Brighton Beach realized what they were doing," said Mr. Thompson. "They are most certainly disqualified from the Vanderbilt Cup race. Had the promoters of the event applied for the sanction of the A. A. A. they might have obtained it and relieved themselves as well as the drivers in to-day's race of the present embarrassment."

Louis Strang did apply for the sanction, but, of course, we could not give any individual exception. It will be particularly hard on the drivers, who have been working on the Vanderbilt Cup race, but that is the rule of the A. A. A. and it must be complied with."

Rumors of a possible settlement of the differences between the A. A. A. and the A. C. A. were current to-day, but Mr. A. R. Pardington, who is a member of both organizations, said he had heard nothing of it. He said, however, that he hoped for an early adjustment of the differences.

Says He Was Pocketed.

"If I find that the Lozier drivers keep up the same tactics to hold me back in the race, some one is likely to go over the fence," said George Robertson this morning when he had finished his four-hour trip at the wheel of the Simplex car and gave up his seat to Leasault. There are two Lozier cars in the race and both were 100 miles ahead of the Simplex.

Robertson claimed that he had no trouble in passing the other cars while trying to make up his distance lost by a cracked cylinder, but when he got into close quarters with the Lozier he was either pocketed or held out from the pole by the Loziers crowding out into the middle of the track.

H. A. Lozier made several protests that Robertson was driving recklessly around the turns while Mr. Singer, one of the Simplex firm, protested that Robertson was either pocketed by the two Lozier cars or else when Robertson had passed one he was held back by the other until the first had lapped his wheels again.

The track is showing the effects of

ANOTHER COFFEE WRECK
What's the Use When There's an Easy Way Out?

Along with the coffee habit has grown the prevalent "American Disease"—nervous prostration.

The following letter shows the way out of the trouble:

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AUTO RACE SCORE AT END OF 17TH HOUR.	
Miles.	
No. 2—Lozier	808
No. 1—Lozier	781
No. 3—Flat	771
No. 4—Stearns	746
No. 11—Allen-Kingston	745
No. 8—Thomas	681
No. 6—Simplex	605
No. 7—Stearns	671
No. 9 S. P. O.	413
No. 10—Garford	318
Record—787 miles, made by Renault at Morris Park last fall.	

the continued rough riding, particularly at the turns, and all the racing cars were ordered off at 1:30 P. M. for one hour to repair the track. This will make the twenty-four hour race finish at 10:30 to-morrow.

A surprisingly even pace was held during the morning, but with plenty of fast sprints to keep up the excitement. Between the tenth and thirteenth hour, 13 and 20, the Loziers, by each car and totals was as follows:

No. 2, Lozier, 48, 50, 51, 416.	
No. 3, Flat, 51, 44, 50, 49-605.	
No. 1, Lozier, 32, 46, 48, 49-601	
No. 4, Stearns, 35, 40, 48, 48-570.	
No. 11, Allen-Kingston, 7, 48, 45, 47-570.	
No. 8, Thomas, 40, 41, 41, 40-518.	
No. 7, Aeme, 43, 43, 47, 49-514.	
No. 6, Simplex, 51, 44, 54, 45-506.	
No. 9, S. O. P., 36, 35, 35, 313.	
No. 10, Carford, 10, 45, 45-183.	